

## Detailed Alternatives <sup>[1]</sup>

Detailed Alternatives (as of March 10, 2010):



The detailed layouts are not shown on this page as the files are large and would take time to load. We have provided links so you can download and view these large PDF files.

*The City Council, at its meeting on March 2, 2010 directed the design consultant to focus its work on Alternative 3A, crossing over between 2nd and 3rd Avenues, and favoring the south side of Catlin for widening.*

Alignment alternatives are reviewed below, with links to graphics that show the locations. Following those descriptions is a link to more detailed concepts for reconfiguration of the intersections of 1st Avenue and West Main, and for Cowlitz Way and Catlin.

**Alternative 1** crosses over from Main Street to Catlin Street roughly between 5th Avenue and 6th Avenue and would heavily impact properties in that particular block. It pushes further south between 6th and Cowlitz Way in order to line up with Ocean Beach Highway on the west side of Cowlitz way, and would significantly impact the building where the Office Depot currently resides. It does so in order to line up the crossing to maximize safety, minimize traffic delays, and satisfy likely WSDOT permitting requirements. Most of its impact otherwise is along Main, with little impact along the length of Catlin.

**Alternative 1A** crosses over from Main Street to Catlin Street roughly between 5th Avenue

and 6th Avenue the same as Alternative 1. However, 1A moves the centerline to the south, resulting in impacts to properties on the south side of Catlin rather than the north side.

[Click Here to Download Alternative 1 & 1A](#) <sup>[2]</sup>

**Alternative 2** crosses over from Main Street to Catlin Street roughly between 3rd Avenue and 4th Avenue, somewhat splitting the difference between 1st and Cowlitz Way, and would heavily impact properties in that particular block. Similar to Alternative 1, it pushes further south between 6th and Cowlitz Way in order to line up with Ocean Beach Highway on the west side of Cowlitz way, and would significantly impact the building where the Office Depot currently resides. It has impacts otherwise along Main to the east, and along the north side of Catlin to the west. It favors the south side of Catlin, impacting the commercial property on the north side. Centering it on the street has much more impact than favoring one side or the other. It could also favor the north side, thus impacting the residential property on the south side.

**Alternative 2A** crosses over from Main Street to Catlin Street roughly between 3rd Avenue and 4th Avenue, somewhat splitting the difference between 1st and Cowlitz Way, the same as Alternative 2. However, 2A moves the centerline to the south, resulting in impacts to properties on the south side of Catlin rather than the north side.

[Click Here to Download Alternative 2 & 2A](#) <sup>[3]</sup>

**Alternative 3** crosses over from Main Street to Catlin Street roughly between 2nd Avenue and 3rd Avenue, toward the east end of the project, and would heavily impact properties in that particular block. Moving it further east would be undesirable as it would significantly impact traffic turning from the Allen Street Bridge onto 1st Avenue. Again similar to Alternative 1, it pushes further south between 6th and Cowlitz Way in order to line up with Ocean Beach Highway on the west side of Cowlitz way, and would significantly impact the building where the Office Depot currently resides. It has impacts primarily along the north side of Catlin to the west. It favors the south side of Catlin, impacting the commercial property on the north side. Like Alternative 2, centering it on the street has much more impact than favoring one side or the other. It could also favor the north side, thus impacting the residential property on the south side.

**Alternative 3A** crosses over from Main Street to Catlin Street roughly between 2nd Avenue and 3rd Avenue, toward the east end of the project, the same as Alternative 3. However, 3A moves the centerline to the south, resulting in impacts to properties on the south side of Catlin rather than the north side.

[Click Here to Download Alternative 3 & 3A](#) <sup>[4]</sup>

**1st Avenue and West Main Intersection** is widened on 1st both north and south of West Main, and on West Main west of 1st for added turn lanes. These turn lanes provide for additional movements through the intersection that are causing backups. These backups are projected to increase significantly over the next 20 years.

[Click Here to 1st Ave & West Main St Alternative](#) <sup>[5]</sup>

**West Cowlitz Way and Catlin Street Intersection** is widened on Catlin, and restriped and reconfigured on Ocean Beach Highway, in both cases to provide added turn lanes. These turn lanes provide for additional movements through the intersection that are causing backups.

These backups are projected to increase significantly over the next 20 years.

[Click Here to W Cowlitz Way and Catlin St Alternative](#) <sup>[5]</sup>

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**Links**

[1] <http://www.kelso.gov/detailedalternatives>

[2] <http://www.kelso.gov/sites/default/files/images/west-main/02-22-10%20West%20Main%20Alt1%20and%20Alt1A.pdf>

[3] <http://www.kelso.gov/sites/default/files/images/west-main/02-22-10%20West%20Main%20Alt2%20and%20Alt2A.pdf>

[4] <http://www.kelso.gov/sites/default/files/images/west-main/02-22-10%20West%20Main%20Alt3%20and%20Alt3A.pdf>

[5] <http://www.kelso.gov/sites/default/files/images/west-main/1st%20Ave%26Main%20and%20Catlin%26Cowlitz%20Intx.pdf>